

NEW FIGURES OF EMPRESS DEAD

C. P. R. Finds That 1,024
Persons Perished in St.
Lawrence Wreck.

TOTAL SAVED NOW
GIVEN AS 452

Owners of Lost Liner Seek Ex-
pert Opinion on Question
of Raising Her.

Montreal, June 3.—Captain Walsh, marine superintendent of the Canadian Pacific Railway, arrived here today, and after looking over the situation in connection with the wreck of the Empress of Ireland issued the following statement:

"The Canadian Pacific Railway will not relax one iota in doing everything in its power in looking after all the bodies it may be able to get. No effort on its part will be spared in this direction. With regard to the possibility of raising the steamship, the best possible expert opinion is being sought. Until this advice is secured we are unable to give any personal opinion in the matter. I do not know as yet what can be done."

"A complete patrol of the coast from Rimouski to Matane and beyond has been established by picked men sworn in as Canadian Pacific Railway special constables, under the charge of a special officer, to forward any information they may be able to secure as to bodies which may be washed ashore or the recovery of personal effects."

"Captain Walsh stated that the Canadian Pacific would make every possible effort to secure the bodies of those entombed in the sunken ship. If it was humanly possible, he stated, to bring the vessel to a point where the bodies of the victims could be removed neither labor nor expense would be considered."

Another change has been made in the number of dead. The latest figures, given out in an official statement by the Canadian Pacific Railway Steamship Company, show that 1,024 persons perished as a result of the collision between the Empress of Ireland and the collier Storstad. The company has learned that there were 1,575 persons aboard the Empress instead of 1,387, as heretofore stated, hence the increase in the death list. The total saved is now given as 452.

Government vessels were assigned today to patrol the St. Lawrence in search of any more of the Empress of Ireland's dead which the waters may give up. By Sunday, officials of the Canadian Pacific Railway Steamship Company believe, bodies should begin to appear.

Special officers have been ordered to points along the coast. A beach patrol base has been established at Matane, Quebec, and descriptions of missing persons, as forwarded to Matane will be tallied with recovered bodies and the authorities at Quebec will be notified of apparent identifications.

The news that Lord Mersey, who presided over the British inquiry into the loss of the Titanic, is to be a member of the royal commission appointed to investigate the Empress of Ireland disaster, was received here with much satisfaction. As Lord Mersey was president of the Titanic court, it is assumed that he will be similarly honored when the royal commission meets here. The Canadian members of the commission are Chief Justice Ezekiel McLeod, of New Brunswick, and Sir Adolphe Routhier, of Quebec.

The commission will be assisted by two nautical assessors, a marine engineer and a naval architect. Appointments for these positions have not yet been made, but it is understood the Canadian government has in mind a number of men from whom to choose.

Just when the commission can begin its work is still undetermined, but it will probably not be possible to hold the first sittings for about ten days. The sittings will be held at either Montreal or Quebec. The inquiry will be of the widest scope and the government will be represented by counsel, it is announced, as it is probable there will be a discussion on the rules of navigation in Canadian waters.

Church Bans the Automobile.

Frankford, Ind., June 3.—The automobile was placed under the ban yesterday by the German Baptist Church, which is holding its national conference on a farm near here. Only three delegates voted in favor of the use of the machine, while 60 were against it. The resolution which was adopted advised the churches not to allow their members "to own or operate an automobile, autotruck, motorcycle or any motor vehicle, at least until such a time as they become in general use, or until we get more light on the subject."

ON BOARD THE NEWPORT TO SAY GOODBYES.



UNDERWOOD & UNDERWOOD PHOTO

PASTOR FORCED TO QUIT I. W. W. DEBATE

Tarrytown Church Won't
Let Minister Meet Berk-
man on Rostrum.

Alexander Berkman and the I. W. W. will not debate with the Rev. J. E. Cates in North Tarrytown Saturday afternoon. Dr. Cates's challenge to the anarchist aroused such a storm of disapproval that the minister announced last night that he had changed his plans.

Berkman, however, refuses to consider that the debate has been called off, and at the Ferrer School last night he and his comrades made comprehensive plans for invading Tarrytown Saturday. The village is ready for all who come.

As a result of Dr. Cates's challenge, all the ministers of Tarrytown gathered together yesterday afternoon. Ten men were present, including the Rev. Arthur T. Brooks, of the Rockefeller church. The ministers strongly advised Dr. Cates not to persist in his plans.

Last evening the official board of St. Paul's held its monthly meeting and voted unanimously against any notice being taken of the I. W. W. and the anarchists by their ministers. Some of them declared that they would turn the fire hose on the agitators if they set foot on church property. In the face of this opposition Dr. Cates rescinded his invitation.

The prisoners at White Plains will be arraigned in Tarrytown Saturday morning, and the I. W. W. plans to have a delegation of several hundred at the trials. Saturday afternoon and evening the agitators will make their stand for free speech. They intend to fight hard.

Yesterday committees of girls were sent to flood the village with "free speech" literature. One circular read: "Shall Mr. Pierson and the Tarrytown police be allowed to usurp powers denied to Congress and the Legislature of New York State? Free speech has been trampled under foot. The law-breakers are not the anarchists, but the authorities of Tarrytown."

The village is standing firm, and with hose, clubs and tar is awaiting the arrival of the "army." This "army," according to Berkman, was recruited on Tuesday in Patterson and Newark, anarchist strongholds. Excitement runs high.

An inch of tar has been spread over Fountain Square, and the fifty extra policemen have been given long clubs. The prospective invasion is the only topic of discussion, and every train that arrives is met by from 100 to 200 persons. All approaches to the village are being guarded.

Yesterday was visitors' day at the White Plains jail, and Berkman took advantage of the fact to pay his respects to "Becky" Edelson and the others. There were about twenty in the Berkman party, including half a dozen women. Among these was Louise Berger, who was released from the workhouse yesterday after serving ten days.

SCHOOLSHIP OFF FOR LONG CRUISE

Big Crowd at Pier to Bid
Farewell to 112 Boys
Who Sail Away.

Starting yesterday on a four months' cruise across the ocean, the Newport, the training ship of the State Nautical School, left her anchorage in the East River yesterday with 112 youngsters aboard.

No sooner had the old ship reached the Bay than she began dipping and bowing and flirting with the boys and showing that she was glad to leave her moorings. And the 112. Their cheers left an echo in the air almost as long as the trail of their spire and span vessel on the water.

After 111 kingly dressed girls had kissed the 112 at least once, and three of them had kissed the 112 twice each because he was too little to have a girl of his own, and so had sat watching the others with hungry eyes and watering mouth, Commodore F. B. Daizell of the board of governors of the school bade the officers and boys a prosperous and happy voyage. Then, at 11 a. m., the Newport neared her anchor and the 111 girls heaved sighs, and the old ship sailed from the foot of East 24th st.

There was a big crowd to see her off. Captain James Briggs, the Newport's chief officer, said it was almost like the sailing of the Waterland. The 112 sent up their ringing cheers and 111 handkerchiefs on shore were waved and 222 hands also on shore threw more kisses as the ship passed down the river.

The boys range in age from sixteen to twenty years. They are all learning to be officers of the merchant marine. They form the crew of their vessel on her cruise, and will learn the practical side of a sailor's life.

The Newport is now under state control, though the ship and the officers are provided by the federal government. The vessel did the lads credit as she sailed.

POSSES HUNT NEGRO WHEN VICTIM DIES

Murder of Mrs. Harrison
Stirs Danbury—Her Hus-
band Near Death.

Danbury, Conn., June 3.—Within an hour after Mrs. John Harrison died here today from bullet wounds she received yesterday at her home near Patterson, N. Y., citizens organized themselves into posses and started out to hunt Sam Haynes, the Harrison's negro farm hand, who is accused of the murder. They will co-operate with Putnam County posses which took up the chase last night.

The husband of the murdered woman, who was struck by four bullets while trying to protect her, is near death in the hospital here.

Mr. and Mrs. Harrison, a prosperous young couple, had leased a farm near Patterson, a little village fifteen miles from here. Some months ago Harrison hired Haynes to help with the farm work.

The negro was inclined to be surly. Several times, according to the story told here today, he asked Mrs. Harrison to do errands for him. She reported this to her husband. Harrison reprimanded the negro, and the latter from that time on nursed a grudge against the farmer's wife.

According to the wounded man's story, while he and Haynes were milking Mrs. Harrison walked to the barnyard. The sight of her seemed to madden the negro, who had been drinking. He pulled out a revolver and, cursing Mrs. Harrison, pointed it at her. Harrison sprang between them and Haynes opened fire.

Four bullets in quick succession struck the farmer, one in the hip, one in the shoulder, another in the arm and the fourth in the leg. He fell to the ground.

Mrs. Harrison knelt beside him, trying to stop the flow of blood. Haynes took deliberate aim at the kneeling woman and fired his last shot at her.

Harrison, in agony, crawled to the nearest farmhouse, a quarter of a mile away. He fainted when he reached it, but his neighbors did not wait for him to recover, but hurried to his farm.

President to Obey Speed Laws

Washington, June 3.—White House chauffeurs were instructed by President Wilson today to observe automobile speed restrictions wherever they were driving. Recently a car in which the President's daughters, Mrs. Sayre and Miss Margaret Wilson, were riding was stopped in Maryland by an officer for violation of the speed laws.

ISMAN PLANS PARIS FILMS AND OPERA

With Russell and Higgins
He Leases Theatre for
Big Productions.

Felix Isman, real estate operator and theatrical promoter, announced last night that, with Henry Russell, of the Boston Opera, and Harry Higgins, of Covent Garden, he has leased for twenty years the Théâtre des Champs Elysees, in Paris, built by Gabriel Astruc, the impresario. During nine months of the year Mr. Isman will use the house for moving picture productions, and during the other three it will be devoted to opera.

The deal was completed early this spring, according to Mr. Isman's representatives last night. After making all the necessary tentative arrangements with the French directors and Messrs. Russell and Higgins, Mr. Isman returned to this country five weeks ago, and immediately completed the formation of a syndicate of New York and Philadelphia men to take over the lease.

The Isman interests will get possession of the theatre July 20. For the succeeding nine months they will conduct moving pictures on a big scale. Arrangements will be made with the leading film manufacturers here for the exclusive French rights to their pictures.

Much of the interior of the theatre will be remodelled to suit the requirements of the moving picture enterprise. There will be an orchestra of from fifty to seventy-five pieces and a big chorus. The settings, according to the plan, will be the most lavish ever used in a moving picture house. They will be built here and shipped to France. In other respects the enterprise will be exclusively American.

The total lease for the building is said to be in the neighborhood of \$3,000,000. The arrangement with Mr. Higgins and Mr. Russell suggests that the present operation in Paris has been a big success, and also that the Boston Opera Company will visit Australia next year and return by way of the California expedition after the Paris season.

BRITAIN DECIDES MILITANCY MUST END

Continued from page 1

Now we are going to fight, and you can allow us to be killed. Others will arise to take our places. I have joined in the war."

"One of the pictures destroyed was 'Love Wounded,' an almost priceless engraving by Bartolozzi.

Militant suffragettes wreaked their vengeance again today on Dr. Francis Edward Forward, deputy governor and medical officer of Holloway jail. Two women armed with stout horsewhips sprang on to the doctor as he left the prison this morning, and were thrashing him severely when a policeman came to his rescue and arrested his assailants. The women declared that their action was a protest against "the forcible feeding for which this beast is responsible."

Dr. Forward refused to charge the women with assault, but the police detained them on a charge of disorderly conduct. Once before, on October 11, 1913, Dr. Forward had been attacked in a similar manner.

"I will lie on the steps of the House of Commons without food or water until Asquith consents to receive a deputation." This threat was uttered by Sylvia Pankhurst at a meeting at Limehouse tonight, and she declared she would carry it into effect should the suffragettes fail in their endeavor to see the Prime Minister on June 15.

The other speeches at the same meeting this morning to the Liberal government, which was denounced as alone responsible for militancy. Suggestions of wholesale incendiarism were made.

Belfast, June 3.—Militant suffragettes today committed serious assaults on the managing editors of two of the leading newspapers of Belfast which had expressed criticism of the militant campaign. Two well dressed women, one of them a giantess in stature, went to "The Belfast Telegraph" office and were ushered into the editor's room. Without speaking a word the taller of the two walked straight up to Mr. Stewart, the managing editor, and with her clenched fist knocked him out of his chair. At the same time her companion hurled a mutilated bottle at his head.

The irate women then proceeded to the office of "The Belfast Newsletter" and made a similar attack on Mr. Anderson, managing editor of that newspaper, with the result that he has since been confined to bed and is under surgical treatment.

Two suffragettes, Miss Madge Muir and Miss Mary Larmour, who were caught in the residence in the act of setting fire to a residence near Belfast, were subsequently brought up at the police court and committed for trial at the Assizes. Little damage was done by the fire, as it was discovered in time. Miss Muir appeared in the police court in men's clothing.

LOVETT ADVOCATES FEDERAL CONTROL

Urges Government Incorporation as Best Way to
Solve the Problem.

HARRIS AGREES
WITH U. P. HEAD

Railway Men Protest to Senators
Against Powers Wanted by
Commerce Board.

[From The Tribune Bureau.]
Washington, June 3.—Federal incorporation of railroads doing an interstate business was advocated today as a means of solving the problem of regulation and control by A. H. Harris, vice-president of the New York Central, and Judge Robert S. Lovett, of the Union Pacific, before the Senate Interstate Commerce Committee. They appeared to protest against features of the Rayburn bill now before the House, amending the interstate commerce act. Edward P. Ripley, president of the Atchafalaya, Topeka & Santa Fe, also discussed the bill.

Judge Lovett insisted that if the Rayburn bill, with the amendments suggested by the Interstate Commerce Commission, were enacted, it would cause untold disaster.

"I do not like to be a prophet of evil," said Judge Lovett, "but if this bill should become the law, many solvent railroads in this country would go into the hands of receivers."

When Mr. Harris told the committee that he thought a solution of the problem of railroad regulation could be found in Federal incorporation, Senator Cummins declared that he would like to see such a law enacted, and Chairman Newlands and other members of the committee made comments indicating a favorable attitude toward such a plan.

Among the provisions of the Rayburn bill criticized by the railroad men were those which direct the Interstate Commerce Commission to pass on all issues of securities by railroads before the issues are made, and which prohibit one man from being an officer or director of more than one railroad company.

Mr. Harris insisted that members of Congress and of the Interstate Commerce Commission had not the slightest idea of the burden which would be placed on the Interstate Commerce Commission if it were compelled to pass on all the issues of securities by railroads. He showed that for the New York Central alone he had made seventy-five applications for the issue of securities in the last three years. At present, he said, there were \$185,000,000 of stocks and bonds of railroads listed on the New York Stock Exchange alone. In 1912 there had been fifty-seven new railroad issues listed by that exchange, amounting to \$249,000,000.

Mr. Harris added that delay by the commission in granting authority to issue securities might prove fatal to railroads in many cases. He pointed out that the commission had had before it for nearly a year the freight rate increase cases, which had not yet been decided.

Under the Rayburn bill, Mr. Harris contended, the Interstate Commerce Commission would have the power to say to a railroad whether it could lay a double track or build a new terminal station, if an issue of bonds for such purpose were necessary. He said that Commissioners Hall and Clements had made it clear that they believed the commission should have the veto power in such matters.

Taking up his proposition for the federal incorporation of railroads, Mr. Harris said:

"Congress could then properly control its own children. Now these children are state born, yet Congress partly controls them."

He declared that the railroads could readily adjust themselves to federal incorporation, and that such incorporation would simplify corporate management of the roads and unify control.

Judge Lovett objected particularly to the language of the House bill, which requires the Interstate Commerce Commission to refuse, as he construed it, to permit the issue of any securities unless it is shown that it is "necessary in the public interest to the proper performance of its service for the public."

The judge contended that under this language the Union Pacific would not be able to buy lines for the extension of its system or to make extensions, since it was under no obligation to the public to do so. The commission would have to purchase or permit the issue of securities for purchase of another line or to build an extension.

The bill, Judge Lovett went on, upset the practice of the railroads which expend millions of dollars for improvements and extensions, taking the money from an unexpended surplus and later issuing bonds and refunding the treasury with the money received from their sale. He insisted that such a proceeding would not be possible under the bill.

The provision in the bill which would prevent the director of any railroad serving as a director of any other road also was criticized by Judge Lovett. He said that the continuous transportation lines, under one system, had been of vast benefit to the country, and it would be impossible to continue such systems.

NEW WILSON BILL TO FREE FILIPINOS

Continued from page 1

It is assumed it will reassure the Filipinos and check any resentment there may be because of the failure to include in the bill a definite date for setting the islands free.

The Jones bill originally provided that the islands should receive their independence on July 4, 1921, enjoying meanwhile a qualified independence. This measure was vigorously attacked on the ground that no one knew whether the Filipinos could prepare themselves for self-government within a specified period. In the expectation of taking the edge off the opposition the administration now proposes that the Filipinos shall enter on an indefinite probationary period, and that independence shall come when they shall have shown preparedness for it, whether this time be within five years or twenty years.

If the plans of the administration are carried out, the Philippines will enjoy a government somewhat similar to that which now prevails in Alaska.

Mr. Jones, in the only comment he would make concerning his bill, said: "I am preparing a measure which will

give the Philippine people a liberal form of territorial government. This government will be more liberal than that now enjoyed, although the Filipinos now nominally have control of both the Assembly and the Commission."

The Baltimore platform, after condemning "imperialism" in the Philippines, made the following promise:

"We favor an immediate declaration of the nation's purpose to recognize the independence of the Philippine Islands as soon as a stable government can be established, such independence to be guaranteed by us until the neutralization of the islands can be secured by treaty with other powers. In recognizing the independence of the Philippines our government should retain such land as may be necessary for coaling stations and naval bases."

This language, substantially, will be written into the administration bill, giving legislative as well as party assurance to the islands that there has been no actual change of heart by the legislators now in control of Congress. The failure to name a definite date for Philippine independence, as originally contemplated, is intended both to encourage the Filipinos to be on their best behavior in the hope of early freedom, and to meet criticisms heretofore made that an arbitrary independence date cannot be set under existing conditions.

It is understood that the Jones bill will meet still further objection from critics of the Democratic plan. The fact that some of the islands are inhabited by semi-civilized tribes has been urged as a reason for refusing to grant independence. It is planned to meet this objection by what amounts to a disfranchisement law. Certain qualifications will be named for electors, and these qualifications cannot be met by the so-called wild tribes of the islands, thus confining the ballot to the better classes.

Although the administration bill is practically ready for introduction, it probably will not receive consideration at this session, unless the President should get directly behind it. Mr. Jones hopes, however, for prompt action, at least in the House.

VIVIANI FOR PREMIER New French Ministry in Process of Construction.

Paris, June 3.—President Poincaré today requested René Viviani, the Minister of Public Instruction, to form a new Ministry. M. Viviani promised a formal reply to-morrow. It is almost certain that he will accept.

Three Radical Socialists have already definitely promised to take portfolios—Louis J. Malvy, Interior; Joseph J. B. E. Nolens, Finance, and Adolphe Messimy, War. It is probable that either Léon Bourgeois or Jean Dupuy will take the head of the Foreign Office. M. Viviani retains his present portfolio of Public Instruction.

While the three years' military service will be rigidly adhered to by the new Ministry, an attempt will be made to conciliate the Opposition by the introduction of a comprehensive system of preparatory military instruction, so that recruits, prior to taking service, will have been trained up to a certain point, with the object of diminishing the length of service when a modification of the international situation justifies this.

The prospective Cabinet also favors the early issue of a large loan, preferably at 3½ per cent, but carrying no guarantee of indefinite exemption from the income tax.

ALLEGED LEPER BACK IN CAPITAL

[From The Tribune Bureau.]
Washington, June 3.—The unwelcome return to Washington of John Early, the alleged leper, was followed by the introduction in the House today of two bills proposing the establishment of a national leprosy hospital.

Representative Britten, of Illinois, introduced a bill providing for an appropriation of \$50,000 to establish such an institution, the selection of its location being left to the discretion of the Treasury Department. Representative Johnson, of Washington, asked an appropriation of \$100,000. He recommends that the leprosy hospital be established in Alaska or in the insular possessions of the United States.

The health officials of the District of Columbia began steps this afternoon to have Early returned to the quarantine station at Port Townsend, Washington, from which he recently escaped. Representative Johnson announced he would oppose any effort to send Early back to his state.

On June 15th the following schedule
of business hours will become operative:

June 15th to June 30th:

9 A. M. to 5 P. M.; Saturdays 12 Noon

July and August:

9 A. M. to 5 P. M. On Saturdays this store will be closed all day

September 1st to September 15th:

9 A. M. to 5 P. M.; Saturdays 12 Noon

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